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CHERRYDALE HISTORIC DISTRICT, ARLINGTON COUNTY, VA (VDHR 000-7821)

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STATEMENT OF SIGNIFICANCE

The Cherrydale Historic District in Arlington County, Virginia, is a significant residential suburb of Washington, D.C., dating from the first half of the 20th century. Located around the intersection of Military Road and the county road leading into Georgetown, now known as Lee Highway, Cherrydale began to develop in the late 19th century from a rural agricultural crossroads into a residential community with a commercial corridor. The relocation of the Alexandria County Courthouse to Arlington in 1898 and the establishment of a commuter railroad in 1906 initiated a period of rapid residential and commercial development in the Cherrydale area that began with the subdivision of a portion of the Schutt property around the turn of the 20th century for family members. For the next fifty years, large tracts of land in Cherrydale both north and south of Lee Highway were subdivided into a series of residential developments of varying sizes. The earliest and most substantial of these were Dominion Heights, West Cherrydale, and Cherrydale, dedicated in 1905, 1907, and 1912, respectively. Concurrent with this residential development was the growth of the commercial corridor along Lee Highway, which began in 1869 with the establishment of the first general store in the area by C.C. Nelson. Located at the convergence of several significant transportation routes, the Cherrydale commercial corridor developed concurrent with and in direct response to the tremendous residential growth of Washington, D.C. and its surrounding suburbs in the first half of the 20th century. Conceived independently, the various residential subdivisions that make up Cherrydale today began to be associated as one neighborhood in the mid-20th century, largely due to the pattern of development of key transportation routes in the area, namely Lorcom Lane, Interstate 66, Military Road, Lee Highway, and North Utah Street. Architecturally, Cherrydale features both single-family and multiple-family freestanding and attached dwellings representing the fashionable residential building forms and styles of the late 19th and first half of the 20th centuries. The Cherrydale commercial corridor, generally confined to Lee Highway, is further representative of commercial building forms and styles of the 20th century and documents the impact of the various transportation modes on the neighborhood since the construction of the first commercial resource in 1869.

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Eligible under criteria A and C of the National Register of Historic Places, the Cherrydale Historic District has a period of significance extending from 1898 to 1953 and reflects the themes of architecture and community planning and development. The Cherrydale Historic District is made up of 884 properties, including 828 single-family dwellings, twenty-six multiple dwellings, three churches and a church school, twenty-two commercial buildings, two service stations, a fire station, and a meeting hall. There are 956 contributing resources in the historic district, and 352 non-contributing resources.

Criterion A: That are associated with events that have made a significant contribution to the broad patterns of our history.

Cherrydale meets Criterion A of the National Register of Historic Places as a suburban residential community that developed in sections during the first half of the 20th century for Washington, D.C. commuters and was historically defined by its proximity to major transportation routes. The Great Falls & Old Dominion Railway began passenger service from Rosslyn to Great Falls, Virginia, in 1907, prompting residential and commercial development around the railway stops. Cherrydale, a loosely developed rural agricultural area for most of the 19th century, was one of the stops on the railroad. This railway stop directly impacted the platting of a number of independent residential subdivisions in the area during the first quarter of the 20th century. As residential subdivisions in the Cherrydale area increased in number and were improved, the commercial corridor along Lee Highway developed in response to the consumer needs of local and commuter traffic. Although initially stimulated by the railroad, the community was sustained by its proximity to major automobile routes once passenger service on the Great Falls line was halted in 1935. Cherrydale was heavily developed throughout the 1930s and 1940s, largely bolstered by the increase in government bureaucracy and the critical need for wartime housing. By the mid-1950s, most of Cherrydale had been platted and improved, and the individual residential subdivisions had grown contiguous to one another. The community now known as Cherrydale fused as a single neighborhood by the third quarter of the 20th century, defined by the major transportation routes of Lorcom Lane, Interstate 66, North Utah Street, and Military Road, and supported by the commercial corridor along Lee Highway.

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Criteria C: That embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

Cherrydale meets Criterion C of the National Register of Historic Places for its substantial concentration of early-20th-century residential and commercial resources representing the building forms and styles popular during the period in which it was platted and improved. Local developers and builders, including Asa Donaldson, George Rucker, J. Arthur Conner, Lachlan MacPherson, Ashton C. Jones and Frank Lyon were responsible for the development of subdivisions within Cherrydale, and the design of many of the residences.

Cherrydale contains a significant concentration of late-19th- and early-20th-century residences. Residential buildings in Cherrydale are primarily one-and-a-half-story and two-story gabled houses executed in the Queen Anne, Colonial Revival, Craftsman, and Tudor Revival styles. The oldest buildings in the neighborhood are two-story, wood-frame dwellings built by early residents of Cherrydale in the late 19th century. Originally surrounded by farmland, these larger residences are dispersed throughout Cherrydale and are now surrounded by subsequent 20th-century residential development. The earliest subdivisions, platted during the first quarter of the 20th century, spread out from Lee Highway along the cross streets to the north and south. These areas feature one- and two-story wood-frame dwellings executed in the Queen Anne, Colonial Revival and Craftsman styles. Subdivisions platted in the 1930s and 1940s primarily reflect the Colonial Revival and Tudor Revival styles, and contain a more significant number of brick-faced dwellings.

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HISTORICAL BACKGROUND

Arlington County

Arlington is a twenty-six-square-mile county located in Northern Virginia on the west side of the Potomac River, directly across from Washington, D.C. The county is bounded by Fairfax County to the north and west, the city of Alexandria and Four Mile Run to the south, and the Potomac River to the east. Arlington County's association with Washington, D.C. began as early as 1791, when the Commonwealth of Virginia ceded approximately thirty-one square miles of land in Fairfax County as the site of the new national capital. Designated as "Alexandria County in the District of Columbia," this land would eventually become Arlington County and Alexandria City. At this time, the area known as Arlington was primarily a small crossroads community, surrounded by scattered development. Andrew Ellicott commented on Arlington's overwhelmingly rural character on June 26, 1791 in the "Surveyors Camp, State of Virginia:"

The country through which we are now cutting one of the ten-mile lines is very poor. I think for near seven miles, on it there is not one house that has any floor except the earth, and what is more strange is it is in the neighborhood of Alexandria and Georgetown..."¹

Congress ratified the cession of Alexandria County in 1801. Established as the county seat with a circuit court, orphan's court, and levy court, the city of Alexandria asserted its role as the commercial and social center of the county. Referred to as the "country part" of the county, the Arlington area remained rural with agricultural interests. The land was improved and maintained by just a few large plantations throughout this period, most notably the Alexander-Custis plantation known as Abingdon, and the George Washington Parke Custis plantation known as Arlington Plantation. The remainder of the cultivated land was primarily made up of small plots held by small-scale farmers and tenants. In 1801, the population of Alexandria County was 5,949 with all but 978 living in the city of Alexandria.² Although the population of the Arlington area did increase during the early 19th century, the majority of the county's population remained concentrated in the city of Alexandria. Of the 8,552 who lived in Alexandria County

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in 1810, only 1,325 lived in the rural part of the county. By 1820, the rural population had increased by only 160 persons with a total of 1,485 of the 9,703 total county residents living outside the town limits.³

New farms were developed in the Arlington area throughout the early to mid-19th century. Attracted by a less industrial way of life and the availability of good inexpensive land, a number of new residents from New England and the Middle Atlantic states settled in the area. Many of the residents erected houses in the county, although not all buildings were constructed as permanent residences. Providing a refuge from the sweltering heat of the District of Columbia swamps, the ridge of rural Arlington was also home to a number of summer cottages and hunting lodges. The ties of the Arlington area to Washington, D.C. continued, and were physically manifested with the construction of bridges that replaced the ferries of colonial times. The first bridge to cross the Potomac River into Arlington was located at the site of the current Chain Bridge. The new bridges, and Arlington's proximity to the city of Alexandria, resulted in the development of local turnpike companies and several turnpikes running west to Leesburg.⁴

Alexandria County, including the city of Alexandria and what is now known as Arlington County, was returned to the Commonwealth of Virginia following a referendum among its citizens in 1846-1847. Alexandria remained the area's center of commerce, trade, and domestic development, spurred on by the construction of canals, railroads, and trading routes. Improved roadways and the railroad further encouraged commercial prosperity by providing the necessary links between farms and commercial centers. The railroads, however, did not cross the river until after the Civil War, when Union forces laid rails along the Long Bridge.⁵

In the decades leading up to the Civil War (1861-1865), the population of Alexandria County expanded to 9,573 residents in 1830. Of this number, 1,332 lived in the county. By 1840, the population of the county had increased to 9,967 with 1,508 living in the county, and in 1850, 10,008 with 1,274 living in the county.⁶ According to the 1850 census, most of those in rural areas were employed as farmers or laborers, although teachers, merchants, papermakers, carpenters, millers, shoemakers, clerks, tollgate keepers, blacksmiths, and clergymen were also noted.

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The Civil War and the period of Reconstruction that followed weakened the local government of Arlington, allowing corrupt local politicians to dominate for the remainder of the 19th century. In 1870, Alexandria City and County officially separated their jurisdictions, although the Alexandria County Courthouse remained in Alexandria City until 1898. During this period, Alexandria County continued to be sparsely developed and largely rural. G.M. Hopkins's *Atlas of Fifteen Miles Around Washington including the Counties of Fairfax and Alexandria, Virginia*, published in 1879, documented just a handful of commercial establishments and a few blacksmith shops in the Arlington area, but nothing that could be called even a village.⁷ Light concentrations of buildings had begun to exist in such communities as Rosslyn and Ball's Crossroads.

During the late 19th century, however, the largely rural Arlington area began to experience unprecedented growth stemming from the rapid expansion of Washington, D.C. Transportation advances and improved communication attracted real estate developers who began buying up tracts of land for suburban developments, stimulating a number of communities including Glencarlyn, Clarendon, Ballston, Cherrydale, and Rosslyn.⁸ Arlington received further impetus when county residents voted in 1896 to have the courthouse moved from Alexandria City to a site in the county. The new Alexandria County Courthouse, located on the site of the present-day Arlington Courthouse, was dedicated in 1898. It was not until 1920 that the county name was changed from Alexandria County to Arlington County.

Cherrydale Prior to Residential Subdivision, 1708-1898

In 1708, Lord Fairfax issued a Virginia land grant for 653 acres of land to Thomas Going that included part of the land that would become Cherrydale.⁹ The Going family, who bred horses, was one of the largest early landowners in the region. Several years later, in 1735, a portion of Going's tract was acquired by inheritance by George Mason, famed Virginia patriot.¹⁰ At Mason's death in 1792, the land, which would become known as the "Mason Tract," passed to his son, General John Mason.¹¹ Mason resided on Analostan Island, later Theodore Roosevelt Island, and operated a ferry from Georgetown to Rosslyn.¹² Under the ownership of John Mason, the Mason Tract consisted of 1,822 acres of land on the Potomac River, extending from

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Arlington Plantation to Chain Bridge.¹³ John Mason went bankrupt in 1833, leading to the survey of the Mason Tract by Lewis Carberry in 1836 and the subdivision of the land into sixty-nine parcels for individual sale.¹⁴ The northern portion of Cherrydale, primarily north of Lee Highway, is located on land formerly part of the Mason Tract.

The remaining land that would become Cherrydale south of Lee Highway was included in a land grant for 795 acres awarded to Reverend James Brechin, pastor of St. Peter's in New Kent County, Virginia, in 1716.¹⁵ Brechin's holdings were eventually acquired by Fairfax County surveyor Daniel Jennings.¹⁶ Following Jennings's death in 1754, his heirs began to divide the property, selling 516 acres to the Vestry of Fairfax Parish in 1770 for the purposes of establishing a glebe house.¹⁷ It was on this parcel that the Glebe House was built in 1775, now located in a subdivision known as Waverly Hills. The original Glebe House burned in 1808 and was replaced by the current structure in 1820. The octagonal portion of the building, now the primary facade, was added in 1858. The glebe land, which included the western portion of what is now Cherrydale, was maintained by tenant farmers. One such tenant farmer was one of the first permanent residents in Cherrydale, Andrew Donaldson, who began farming the glebe land in 1780.¹⁸

Most of the area now known as Cherrydale is located in what was originally the rural portion of a ten-square-mile parcel of land surveyed in 1791 as the new nation's capital. At that time the primary crop to be grown in the area was tobacco, which soon depleted the soil causing large-scale tobacco farmers to move west into Fairfax and Loudoun Counties in search of fertile land. Those who remained in the area were small-scale farmers who successfully diversified their crops and raised livestock for sale in the nearby markets of Georgetown, Washington, D.C. and Alexandria. This was the case in the Cherrydale area for most of the 19th century, and transportation routes during this period relate directly to the transport of products to these markets. One such route was Lee Highway, known during the 19th and early 20th centuries as the "Fairfax and Georgetown Road," or "County Road." Similarly, North Quincy Street was known during the 19th century as the "Road to Balls Crossroads," the "Road to Ballston," "Donaldson Road" after Dorsey Donaldson, and "Cherry Valley Road" during the late 19th and early 20th centuries before being changed to North Quincy Street in 1935. Residents in the area during the

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first half of 19th century include the Osborn, Payne and Donaldson families.¹⁹

Union troops entered Arlington in May of 1861, and occupied the county for the duration of the Civil War (1861-1865). Regiments from New York encamped just south of the Cherrydale area during the war, and countless other Union troops crossed the area. Their long-term presence in the county was a considerable hardship on local farmers, whose houses were occupied, and farms depleted or damaged to sustain the needs of the Union soldiers, for which they would later request compensation from the federal government. The Union army also permanently changed the landscape by constructing forts and other defenses to protect Washington, D.C. and roads to facilitate the movement of troops and supplies. Two forts, Fort Smith and Fort Strong, were constructed within a half-mile of Cherrydale.²⁰ Particularly significant was the 1861 construction of Military Road, which was known in the early 19th century as the "Government [mule] road," linking the Chain Bridge forts with other forts in the Arlington area.²¹ Over the next century, Military Road, which ends at Lee Highway in the heart of the Cherrydale commercial corridor, would become a major transportation route in Arlington, bisecting the community of Cherrydale to the north and south.

Following the Civil War, a number of new residents moved to the Cherrydale area. One such individual was Francis G. Schutt of New York, who purchased 79 acres of land at a tax sale in 1865.²² Schutt, who eventually acquired 200 additional acres in the Cherrydale area, married Elizabeth Thomas Wallis of Maryland and raised his children in Cherrydale. Recognized as one of the "fathers" of Cherrydale, F.G. Schutt built the house at 1721 North Quincy Street in 1900 following the destruction of the previous dwelling by fire. This residence is now one of the most significant and well-known early dwellings in the neighborhood. Schutt's landholdings included most of the land in the heart of Cherrydale south of Lee Highway, north of North 17th Street, east of North Stafford Street, and west of North Nelson Street. During the early 20th century, Schutt's wife and heirs subdivided the land into a number of residential developments. F.G. Schutt's daughter, Ellen Isham Schutt Wallis, was also a prominent resident of Cherrydale, known for her artistic skill, patriotism, and civic dedication. In 1906, Wallis commissioned the construction a large Neoclassical residence in Cherrydale called "Ellenwood," built entirely of concrete to protect the building against fire, which had destroyed her family home several years prior.²³

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Ellenwood, said to have been the first dwelling in Cherrydale to be electrified, was demolished in the 1960s to make way for the St. Agnes Catholic Church and parking lot.²⁴

Another prominent resident to arrive in Cherrydale following the Civil War was Dorsey Donaldson. Donaldson built his home at the southeast corner of Lee Highway and North Quincy Street during the third quarter of the 19th century. The two-story dwelling of log construction faced in weatherboard was a major landmark in Cherrydale until it was demolished in 1959 to make way for what is now Brown Honda.²⁵ Donaldson, primarily a small-scale farmer, is credited with planting the cherry orchard along North Quincy Street for which Cherrydale is said to have derived its name. Other members of the Donaldson family have had a significant impact on the Cherrydale community, including Elizabeth Donaldson, who owned a 150-acre farm off Military Road during the late 19th century, and Asa Donaldson, a vernacular builder who constructed many of the residences built in Cherrydale in the early 20th century.²⁶

In the late 19th century, Donaldson's daughter married Robert Shreve, son of Colonel Samuel Shreve who owned 260 acres of land in nearby Ballston, south of Cherrydale.²⁷ Robert Shreve and his family lived in the large frame house at 2114 North Pollard Street, just a short distance from Shreve's Store on Lee Highway. Shreve had acquired the general store from Conant C. Nelson, a former Union soldier from New Jersey who had remained in Arlington following the war and had established the store, the first in the area, in 1869.²⁸ The front-gable wood-frame building, a major landmark in Cherrydale during the late 19th and early 20th centuries, was demolished in the 1950s. Also considered one of the "fathers" of Cherrydale, Shreve ran the store for years, operated a large farm, planted the cherry orchard along North Quincy Street with his father-in-law, and, in the early 20th century, owned a fuel coal and ice plant in Cherrydale.²⁹ In 1893, Robert Shreve and Dorsey Donaldson applied to the federal government for a local post office to be called "Cherrydale."³⁰ This is the first known instance of the use of the name Cherrydale to describe the area, although it would take several years for the name to be widely recognized. The request was granted, and the Cherrydale post office was established on Lee Highway with local resident Julian MacGruder as the first postmaster. Subsequent postmasters would include A.P. Cunningham, Charles Patterson, and Mary C. Todd before the post office was closed in 1918.

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A map of the Washington, D.C. area printed by Griffith M. Hopkins in 1879 shows the Cherrydale area as an unnamed, relatively undeveloped rural area with a small concentration of buildings at the intersection of Military Road and Lee Highway (Fairfax and Georgetown Road).³¹ The road that would become North Quincy Street is shown as a dirt path leading south towards Balls Cross Roads (Ballston). Spout Run cuts through the area along a southwesterly path, crossing Lee Highway west of the Cherrydale area and North Quincy Street at the southern edge of what would become the neighborhood. Also shown is a stream north of Lee Highway, running along the path of what is now Vacation Lane between Lorcom Lane and Military Road.³²

Both Spout Run and the latter stream would be diverted or run underground during the residential development of the 20th century. The map shows the residences of C.C. Nelson on the north side of Lee Highway, Dorsey Donaldson at the southeast corner of Lee Highway and North Quincy Street, and Francis Schutt, or "F. Shutz," on the east side of North Quincy Street, just south of a small creek coming off of Spout Run. The map also shows the residences of R.G. Cunningham, whose daughter, Josephine, would create the subdivision of Dominion Heights on her father's land in 1905, and A.P. Douglas, whose heirs would subdivide his land in the 1920s. C.C. Nelson's store is shown on the north side of Lee Highway, just west of Nelson's residence. Fifteen years later, in 1894, Hopkins printed another map of the Washington, D.C. area which shows the same unnamed Cherrydale area with twice as many buildings as before, concentrated along Lee Highway and North Quincy Street.³³ Parcels are the smallest along Lee Highway, a characteristic that continues to the present day, averaging one to twelve acres, while parcels along North Quincy Street are larger, averaging one to forty acres. Although Cherrydale remains a scattered development, planned residential developments are shown at nearby Fort Meyer Heights and Ivanwold.

Residential Subdivision of Cherrydale, 1898-1929

The growth of Washington, D.C., improved transportation, and the relocation of the Alexandria County Courthouse to Arlington in 1898 brought about tremendous growth in Arlington during the late 19th and early 20th centuries. As reflected in Hopkins's map, residential and commercial developers had already begun to create new neighborhoods in Arlington by 1894 to

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accommodate the increased demand for affordable suburban housing close to Washington, D.C., although Cherrydale still remained an unplanned community. By the turn of the 20th century, however, at least one landowner in Cherrydale had begun to see the potential advantage to subdividing their land. The first residential subdivision in Cherrydale was undertaken by F.G. Schutt, who subdivided a portion of his land south of Lee Highway into twelve lots for residential development.³⁴ These lots are now located along the north side of North 20th Street, east of North Quincy Street and west of North Nelson Street.

This first subdivision was only a very small sacrifice for F.G. Schutt, who at the time owned close to half of the land in what is now Cherrydale. The rest of the land remained in the Schutt family, although F.G. Schutt had subdivided a portion of his land into seven parcels for his heirs and other family members by 1900. These rather large residential parcels, over five times larger than those along North 20th Street, are now located on the west side of North Randolph Street, north of North 17th Street and south of St. Agnes Catholic School and Convent. The Schutts built houses upon the lots, and many of these parcels remained intact well into the 20th century. In the 1950s, two of these parcels were subdivided for new residential construction. These parcels are now the site of the Lustron house at 1818 North Randolph Street, the brick dwelling at 1812 North Randolph Street, and the adjacent Modern-style multiple-family dwellings on North 18th Road. Shortly thereafter, St. Agnes Catholic Church acquired three of these parcels, including Ellenwood (home of Ellen Isham Schutt Wallis) for the construction of a new church and rectory.

In January 1900, the Great Falls and Old Dominion Railroad Company was chartered by an act of the General Assembly of Virginia for the purpose of constructing a double-track passenger excursion railway from Georgetown via Rosslyn to the resort destination of Great Falls. By 1904, construction of the railway had reached Cherrydale where it ran parallel to Lee Highway, on the north side, to the intersection of Lee Highway and Military Road. By 1906, construction on the new railway was complete and passenger service commenced and one year later, the company began running electric streetcars specifically for commuter traffic.³⁵ Anticipating the significant impact that such a development would have on the area, Josephine A. Cunningham subdivided her lands in Cherrydale in 1905 for a residential development that she named

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"Dominion Heights."³⁶ Cunningham's large tract of land bordered on the south side of Lee Highway and is now defined on the west by an alley running behind the lots on the west side of North Nelson Street, on the south by the alley running between North Monroe Street and North Nelson Street, and on the east by North Monroe Street.

Dominion Heights was laid out along two major north-south streets extending south from Lee Highway: Fairfield Street (North Nelson Street) and Harrison Street (North Monroe Street). There was one east-west street called Cunningham Street (North 19th Street). Surveyors platted 128 lots within the subdivision. The lots on the north-south streets were 25 feet wide and between 127 and 135 feet deep. Lots fronting on Lee Highway were approximately 25 feet wide, but varied in depth according to the geometry of the plat. Because of their narrow width, residential lots were generally purchased in groups of two or three, property lines abandoned, and houses constructed in the center of the combined lots. There are at least two examples, however, of houses being constructed on single narrow lots: 1802 North Monroe Street and 1902 North Nelson Street. Houses were built with various setbacks from the road, suggesting that there were no setback restrictions in the initial deeds. The majority of houses in Dominion Heights were constructed between 1905 and 1925.

Dominion Heights was planned with alleys behind all of the properties, including those with street frontage on Lee Highway. Subsequent subdivisions south and east of Dominion Heights, including Wallis's Addition and Harrison's Addition to Dominion Heights, continued the use of the alley, although subdivisions to the west of Dominion Heights did not incorporate alleys. These original alleys have been partially preserved in present-day Cherrydale, and can still be seen behind 1718 through 1800 North Nelson Street, 1815 and 1823 North Nelson Street, running from North Monroe Street and North Nelson Street, and behind 3600 through 3636 Lee Highway.

When the Great Falls and Old Dominion Railroad Company began passenger service in 1906, stops were established at Dominion Heights, at the corner of Lee Highway and North Monroe Street, and Cherrydale, at the intersection of Lee Highway and Military Road.³⁷ By providing an inexpensive and convenient method of travel for commuters to Washington D.C., the railway

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became a major stimulus for suburban residential and commercial development in Cherrydale. In 1911, the Great Falls & Old Dominion Railway acquired the Bluemont line from the Southern Railway. The Bluemont line ran from Alexandria City to Bluemont, Virginia.³⁸ The company subsequently changed its name to the Washington & Old Dominion Railway. To bring the two lines together, the company updated the Great Falls line to a double-track electric railroad like the Bluemont line,³⁹ and then linked the two with a short track called the Rosslyn spur.⁴⁰ The point where the Great Falls line split off from the Rosslyn spur was located at a new station called Thrifton Junction at the corner of Lee Highway and Kirkwood Road, just northeast of Cherrydale (now the site of the Lyon Village Shopping Center).⁴¹ The Washington & Old Dominion Railway began passenger service on the Bluemont line in 1912. The railroad company promised the “Lowest Fares Between Cherrydale and Washington,” and “safe and dependable service at all times,” when Lee Highway was still a dirt road.⁴² The establishment of this station provided further stimulus to the neighborhood expansion already taking place in Cherrydale. In the twenty years following the establishment of commuter service to Cherrydale on the Great Falls and Old Dominion Railroad, twenty individual residential subdivisions of varying sizes were platted in the area that is now Cherrydale:

West Cherrydale, 1907
Glebe Highlands, 1908
Floyd's Addition to Cherrydale, 1910
H. D. Donaldson's Subdivision, c1910
Barrington, 1911
Cherrydale Subdivision, 1912
Harrison's Addition to Dominion Heights, 1913
E.T. Schutt's Subdivision, 1913
F.G. Schutt's Subdivision, 1914
J.A. Conner's Subdivision, 1915
Mackall's Addition to Cherrydale, 1917
Wallis' Addition to Cherrydale, 1917
J.C. Hair's Addition to Cherrydale, 1917
Hilmar Subdivision, 1923

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McPherson's Addition to Cherrydale, 1923
A.P. Douglas' Subdivision, 1923
O.V. Meyer's Addition to Cherrydale, 1924
Lee Heights, Sixth Addition, 1926
Waverly Hills, 1926

The earliest subdivisions to be developed were located directly adjacent to Lee Highway, including Barrington, Cherrydale, Donaldson's Subdivision, Floyd's Addition to Cherrydale, and Harrison's Addition to Dominion Heights. Also early to develop were those lands that were located closest to established subdivisions, such as Glebe Highlands, E.T. Schutt's Subdivision, F.G. Schutt's Subdivision, and Mackall's Addition to Cherrydale. As additional lands were developed and built upon, adjacent lands became more valuable and were subsequently subdivided. Subdivisions in Cherrydale were generally developed in one of two ways. Most often, private individuals with large tracts of land would hire a surveyor to plat a subdivision, and then would sell the lots to interested individuals. In these cases, there was little to no community planning or comprehensive concept of a coherent, uniform neighborhood beyond the layout or the lots. Subdivisions planned in this manner include Dominion Heights, all of the Schutt subdivisions, and A.P. Douglas's Subdivision. Other subdivisions were acquired by developers, development or real estate companies, or investment companies and platted, advertised and lots sold under a specific neighborhood concept. The activity in Cherrydale attracted Arlington's most active and well-known developers and builders, including George H. Rucker, J.A. Conner, Lachlan MacPherson and Frank Lyon, each of whom were responsible for developing subdivisions within Cherrydale. Subdivisions developed in this manner include West Cherrydale, developed by George H. Rucker, J.A. Conner's Subdivision, developed by J.A. Conner, and Waverly Hills, developed by Frank Lyon.

One of the earliest and largest of the initial subdivisions was West Cherrydale, platted in 1907 by county court clerk and developer George H. Rucker and his partner Robert E. Birch.⁴³ George H. Rucker served as a court clerk for Arlington County during the early 20th century and as the principal of Rucker Realty, a development company located in Arlington which he had established in 1906 and through which Rucker had developed an addition to Clarendon that same

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year. In the early 1910s, Rucker formed George H. Rucker and Company with his sister's husband, Ashton C. Jones, and his daughter's husband, N.A. Rees. The company, responsible for such large-scale residential projects as Ashton Heights, continued to operate after Rucker's death in the early 1920s and into the present with offices in McLean, Virginia.

With the exception of having alleyways, West Cherrydale was physically very similar to Dominion Heights. West Cherrydale bordered on the south side of Lee Highway, and was planned around two major north-south streets extending south from Lee Highway: Parker Avenue (North Taylor Street) and Preston Avenue (North Stafford Street). West Cherrydale also included an east-west access street which is now North 19th Street. Lots along the north-south streets generally were 25 feet in width and ranged in depth from 150 to 166 feet, while lots fronting on Lee Highway ranged in width from 21 to 28 feet along the street and from 97 to 166 feet in depth, depending upon the geometry of the plat. As in Dominion Heights, houses were constructed on two or three contiguous lots and property lines were abandoned. The majority of houses in West Cherrydale date to between 1907 and 1925.

As new subdivisions were created in the Cherrydale area and the population increased, residents began to identify themselves as a coherent community. The first initiative in the establishment of the community of Cherrydale occurred in 1893 with the creation of a local post office called Cherrydale. Just five years later in 1898, the Cherrydale Volunteer Fire Department (VFD) was created, "the first of its kind in the county."⁴⁴ The fire department, organized by fourteen local citizens under the leadership of Ben Dye, initially consisted of ten leather buckets, a ladder, and a small group of volunteers.⁴⁵ The VFD was expanded in 1904 with the creation of a second local company and the purchase of a hand-drawn cart and, in 1912, an additional substation was established at the corner of Lee Highway and North Taylor Street.⁴⁶ By 1919, the community of Cherrydale and its volunteer fire department had grown to the point where a freestanding fire station was needed, and the two-story brick Cherrydale Volunteer Fire Department building was constructed at the southwest corner of Lee Highway and North Pollard Street. The building, one of the oldest structures in the Cherrydale commercial corridor, is individually listed on the National Register of Historic Places. Since its construction, the building has not only functioned as a fire house but also as a local community center and source of local pride, particularly during

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the 1920s and 1930s, and has been a prototype for buildings in the surrounding neighborhoods.⁴⁷

In 1907, the population of Cherrydale had risen significantly enough to warrant the construction of a new school. The Cherrydale School, a two-story, single-pile, hip-roof brick building with a Neoclassical entrance, had four classrooms and was located on the south side of Lee Highway, between North Oakland and North Nelson Streets. By 1917, the community had outgrown this building and a new, larger school building was constructed adjacent to the first. The new school was a two-story, double-pile brick building containing eight classrooms and also executed in a vaguely Neoclassical style. In addition, an auditorium was added to the old school building. Together, the two school buildings provided twelve classrooms for 362 students taught by nineteen teachers.⁴⁸ Like other neighborhood schools, the Cherrydale School became a center for community activity in Cherrydale, serving as the site of a number of social activities, including pageants, movies, dances, parades, dinners and even dog shows.⁴⁹ The school boasted the first hot lunch program in the county and, by 1937, was connected to the new county water and sewer system.⁵⁰ The Cherrydale School was closed in 1969, and was demolished several years later to facilitate the construction of the Camelot Nursing Home.

Between 1910 and 1920, the population of Alexandria County grew 57 per cent from 10,231 to 16,040.⁵¹ As the county grew, residential subdivisions such as those in Cherrydale expanded and fused into identifiable communities. As they did so, community institutions and organizations such as the Cherrydale Volunteer Fire Department and Cherrydale School were formed. During the 1910s, eleven new residential subdivisions were dedicated in Cherrydale, including several Schutt family tracts consisting of most of the land south of Lee Highway, west of North Nelson Street, east of North Stafford Street, and north of North 17th Street, the lands of the Donaldson and Wallis families, and developer J.A. Conner's subdivision of the land between Lee Highway and the path of the railroad (now Old Dominion Drive). A United States Geological Survey (USGS) map from 1914 shows the extent to which residential subdivisions had been developed by that time.⁵² The highest concentration of dwellings is found along the primary north-south streets of North Taylor and North Stafford Streets, included within the subdivisions of West Cherrydale (1907) and Glebe Highlands (1908), and North Randolph Street, included within the subdivisions of Barrington (1911), Cherrydale (1912), and F.G. and E.T. Schutt (1914/1913).

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Heavy development is also shown along North Quincy Street, and in Cunningham and Harrison's Dominion Heights (1905/1913) along North Nelson, North Monroe, and North Kenmore Streets.

With the exception of North Quincy Street, however, development along these streets had not yet extended to the southern end of Cherrydale, where the Washington and Old Dominion Railroad Rosslyn spur cut through the area. The subdivisions of Barrington and Cherrydale are almost completely developed.

Correspondingly, the 1910s were a period of heightened community awareness and consolidation in the face of unprecedented growth for Cherrydale. Suggestive of this is the formation of the Cherrydale Citizens Association, an organization that gained recognition under the leadership of its president, Elmer Hooper.⁵³ The organization, established by 1910, was intended to represent the interests of the residents of Cherrydale in front of the county board. One of the first concerted efforts of the association was to lobby for the construction of sidewalks in front of Cherrydale School.⁵⁴ In 1913, the county extended the sidewalks up Lee Highway to the fire department substation at the corner of Lee Highway and North Taylor Street.⁵⁵ In 1914 Cherrydale residents formed the Patron's League, a predecessor to the Parent Teachers Association (PTA).⁵⁶ The first Girl Scout troop in Arlington was formed in Cherrydale in 1917 by Flora Hudson and, a year later, a local Boy Scout troop was formed by H. S. Clower.⁵⁷ Cherrydale achieved another county first in 1919 with the establishment of the Cherrydale League of Women Voters, later the Organized Women Voters, whose membership included Laura Boldin, a Cherrydale resident and the first woman to vote in the county.⁵⁸ Rapid expansion also led to concern over the physical presentation of the neighborhood, and residents organized the first neighborhood clean-up initiative in Cherrydale in 1918, an event which would continue for decades.⁵⁹ This initiative would become the primary motivation of the Cherrydale Women's Club, formed in the 1920s.⁶⁰ Additionally, Ellenwood on North Randolph Street became the first residence in Cherrydale to be equipped with electricity in 1912, and John Whitmer and the Topleys became the first telephone subscribers in the neighborhood in 1917.⁶¹ For decades after electricity became available in Cherrydale, however, residents continued to use kerosene lighting and coal heat.⁶²

In the decade following the close of World War I (1914-1918), Cherrydale and other

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communities in Arlington County continued to expand and community organizations became more established. Six new subdivisions were dedicated in Cherrydale, including the Hilmar subdivision, the 6th Addition to Lee Heights, and Waverly Hills. Waverly Hills, now considered a separate neighborhood from Cherrydale, was platted in 1926 by the Lyon Park Realty Company, and consisted of the land roughly defined by North 19th Street on the north, North Utah Street on the west, North 15th Street on the south, and North Stafford Street on the east. The Lyon Park Realty Company was the development company of Frank Lyon, a successful and prolific developer in Arlington County from the 1910s to the 1930s responsible for such communities as Moore's Addition to Clarendon in 1910, Lyon Park in 1919, and Lyon Village in 1923. A small section of what was platted as Lyon Village is now included within the neighborhood boundaries of Cherrydale.

With a substantial population base by the 1920s, Cherrydale was large enough to support not only two schools, but also five churches: two Methodist, one Baptist, one Catholic and one Episcopal. The Cherrydale Methodist Church, located at the southeast corner of North Monroe Street and North 20th Street, was constructed in 1918.⁶³ Although the congregation has since moved, the building still serves as a community chapel. In addition to the Cherrydale School, the community was served by the St. Agnes Catholic School, established in Cherrydale in 1919.⁶⁴

The school, which remains in operation today, was the second parochial school in the county (St. Charles in Clarendon was the first).⁶⁵ The school was established in connection with St. Agnes Catholic Church, originally located at the northeast corner of North Randolph Street and North 21st Street. By 1949, the school had grown significantly and the current St. Agnes Catholic School and Convent was constructed at the southwest corner of North Randolph Street and North 21st Street. The two-story brick building is an excellent example of institutional post-World War II Neoclassicism in Arlington County. It consists of three distinct units, the auditorium, classroom building, and convent, connected by subordinate hyphens. Although the building has been expanded and updated since its construction, the original school building remains largely intact.

In 1921, Cherrydale's first medical clinic opened in a small bungalow on the south side of Lee Highway. General practitioner Dr. J.W. Cox and dentist Dr. Boston practiced at the clinic,

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which was the first county-sponsored medical clinic.⁶⁶ In 1923, the Cherrydale Library was established, initially operating out of the Cherrydale School where it remained until moving to the old medical clinic building on Lee Highway in 1938. The building, located at the corner of Lee Highway and North Quincy Street, was demolished in 1959 in the redesign of the intersection. Several important social institutions were formed in the 1920s as well, including the Cherrydale Masonic Lodge in 1921, an organization which continues to meet on the second floor of the Cherrydale Hardware building at 3805 Lee Highway.⁶⁷ In 1921, Ellen Isham Schutt Wallis organized the Cherrydale chapter of the Daughters of the American Revolution, the first DAR chapter in Arlington.⁶⁸

Although residents of Cherrydale during the 1920s had relatively easy access to the city, neighborhoods in Arlington County such as Cherrydale remained cut off from many urban amenities. Cherrydale initially had no electricity, no sidewalks, no paved roads, and no regular street numbers until 1920. Lee Highway was the first road in the neighborhood to be paved in 1928 after much community outcry.⁶⁹ Cherrydale received its current street names with the Arlington County reorganization of 1935. Residents kept poultry, goats and cows in their yards well into the 1950s, and hunting was permitted in the area until 1945.⁷⁰ One of the major concerns of early residents in Cherrydale was the lack of a public sewage system. Arlington County did not begin construction on a countywide sewage system until 1926, and it was not until 1932 that the system was operable in Cherrydale.⁷¹ Before that, houses in Cherrydale either had an independent septic system or privies. One such system was built in Cherrydale in 1922 on North Randolph Street, near St. Agnes Catholic Church. A large wood tower with a water tank was constructed and provided water to approximately a dozen adjacent homes, but the tower collapsed under the weight of snow in 1925.⁷² To address health and sanitary concerns, the county passed ordinances on trash disposal and loose dogs, established a plumbing code in 1925, conducted inspections on food establishments and tested milk and well water for purity.⁷³

Cherrydale residents in the 1920s were employed in both working- and middle-class professions. Federal government workers commuting into Washington D.C. constituted the largest demographic statistic in Cherrydale from the 1920s through the 1950s. Census records for Cherrydale indicate that a large number of residents were employed in "government service" as

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clerks, stenographers and machinists.⁷⁴ Also listed were a government watchmaker and a government "tailoress."⁷⁵ The building trades, including builders, bricklayers, carpenters, plasterers, electricians and one "asbestos worker," were also represented.⁷⁶ A number of Cherrydale residents were employed by railroad companies, telephone companies, or as teachers or auto mechanics. A few residents were employed in upper-class professions such as medicine or law. Census records also indicate that most Cherrydale residents had been born in Washington, D.C. or Virginia, although Maryland and Pennsylvania are also well represented. Also notable is the unusually high number of German-speaking residents listed in 1920, primarily employed in working-class professions.⁷⁷

The increase in the commuting population in Arlington County and the corresponding increase in the accessibility and use of the automobile, particularly during the 1920s, led to significant improvements in roadways that enhanced the ease of travel by car into Washington, D.C. Unable to compete with the popularity of the automobile, the commuter railways fell into decline during the later 1920s and, in 1934, the Washington & Old Dominion Railway ceased passenger service on the Great Falls line. The tracks were removed and railroad beds incorporated into roads. The roadbed that had run parallel to Lee Highway was eventually incorporated into the widening of Lee Highway in 1959. Where the railroad had truncated from Lee Highway at Military Road to run northwest became known as Old Dominion Drive.

Residential and Commercial Development in Cherrydale, 1929-1953

Development temporarily slowed during the Great Depression, but recommenced in the mid-1930s due to the expansion of government bureaucracy and heightened wartime activities. To accommodate the increased housing need, single-family and multiple-family dwellings were constructed in large numbers throughout Arlington County, as well as large-scale garden apartment buildings.⁷⁸ Between 1936 and 1946, ten new subdivisions were platted in Cherrydale, including several additions to existing developments as in the case of Section 2 of Glebe Highlands (1936) and Hines's Addition to Waverly Hills (1937). Hines's Addition to Waverly Hills, developed by Hines Engineering Company, Inc., is an excellent and intact neighborhood containing examples of the type of houses being constructed in Arlington County

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and Cherrydale during the years immediately preceding the United States involvement in World War II (1941-1945). The easternmost portion of this subdivision is contained in Cherrydale along the east side of North Utah Street, between Lee Highway and North 19th Street. Each of these houses were built during the years between 1937 and 1940 as affordable housing for the young families moving to the area to work for the federal government. Set on small lots with a small front and rear yard, the buildings are one- to one-and-a-half-story buildings of wood-frame or concrete-block construction faced in brick and executed in the Colonial Revival or Tudor Revival styles. Approximately half of these dwellings were built with a one-story, single-bay wood-frame or brick-masonry garage with a front-gable roof. Section 4 of Lyon Village (1940) and Kirkwood Terrace, Unit 6 (1941) exhibit excellent examples of residential construction for the middle-class during the pre-war and World War II periods.

Also notable were Ashton C. Jones's two small subdivisions in Cherrydale: Woodland (1937) and his addition to Glebe Highlands (1945). Jones (1878-1960) got his start in residential development through his professional and personal relationship with George H. Rucker, his superior as deputy county clerk for Arlington County. Jones married Rucker's sister, and formed a partnership with Rucker that lasted several decades. While associated with George H. Rucker and Company, Jones was responsible for the development of Ashton Heights between 1921 and 1950.

Unlike most of the subdivisions of the period, the Lorcom Grove subdivisions and the 6th Addition to Lee Heights were specifically developed for the upper-middle class. This area north of Vacation Lane had remained largely undeveloped until the 1940s, despite the fact that the 6th Addition to Lee Heights had been platted in 1926. Originally part of the Mason Tract, the area had been the location of a late-19th-century farm called Lorcom Farm, named by the owner, Dr. Joseph Taber Johnson for his sons Loren and Bascomb.⁷⁹ By the 1920s, the farm was occupied by the Young Women's Christian Association as a summer camp called Vacation Lodge, for which Vacation Lane was named.⁸⁰ Residential construction in this area dates primarily to the late 1930s and 1940s, and generally consists of two-story, concrete-block dwellings faced in brick with side-gable roofs, side porches and a below-grade garage. These dwellings are almost exclusively executed in the Colonial Revival style.

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The demand for housing in Arlington County increased following the end of World War II, reflecting trends taking place across the United States. By this time, all of Cherrydale's subdivisions had been established, and at least partially developed. A significant amount of residential construction took place in Cherrydale between 1945 and 1953, facilitated through resubdivision of existing lots as in the case of the North 18th Road, infill housing, or in areas that had not yet been heavily developed as was the case with the southern ends of the major north-south streets of North Stafford and North Randolph Streets, and along the eastern section of Vacation Lane. Initially, houses built during this period looked much like those of the late 1930s and early 1940s, but beginning in the late 1940s houses began to incorporate modern styles and forms such as the ranch. This period of construction also contained a large number of duplexes and multiple-family dwellings, as in the case of the duplexes along North 21st Road or the apartment buildings at the southern end of North Stafford Street.

In large part due to the increased automobile traffic on Lee Highway, the Cherrydale commercial corridor developed rapidly in the 1920s. Although commercial buildings had been located along Lee Highway since establishment of Nelson's (Shreve's) Store in the late 1860s, commercial development along Lee Highway was somewhat sporadic through the 1920s, and concentrated mostly on the south side of the highway due to the location of the railroad tracks. The area in Lee Highway between North Quebec and North Lincoln Streets contained a variety of businesses and community buildings, including a general store, pharmacy, fire house, school, medical clinic, post office, a concrete-block manufacturing company, and a coal and ice plant. By the late 1940s, however, the commercial development that had been largely contained on the south side of Lee Highway began to spread east towards the railroad tracks and to the north side of Lee Highway, pushing into areas that had previously been residential. The number and types of commercial enterprises located in the commercial corridor increased, and a number of businesses specifically catering to the needs of the automobile had been established, including several auto repair shops, auto dealers and gas stations. In 1947, the Cherrydale commercial corridor boasted several restaurants and sweet shops, a dry cleaner, photography studio, jeweler, food markets, and an animal hospital.⁸¹

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Development of Cherrydale After 1953

Residential construction decreased significantly in Cherrydale after 1953 and did not increase again until the mid-1960s. Lee Highway was widened to four lanes in 1959, and the intersection of Lee Highway and Military Road was redesigned. The Washington and Old Dominion Railroad finally ceased freight service along the Rosslyn spur and Bluemont lines in 1966. The state highway department immediately acquired the old railroad line for the purposes of creating Interstate 66. Although the highway was not opened until 1988, many buildings directly adjacent to the railroad bed were demolished or moved during the 1960s in anticipation of the future highway project. A number of single-family houses were built in Cherrydale during the late 1960s and early 1970s, most notably, the pocket of buildings on and around North 16th Place. Most remarkable has been the tremendous rise in property values since the late 1980s in suburban areas of Washington, D.C. In the last ten years, Cherrydale, in particular, has had a large number of older houses significantly expanded or demolished for the construction of large buildings designed to appeal to upper-middle and upper-class Washington, D.C. commuters. Perhaps the most conspicuous of these are those built by Morris-Day Designers and Builders, whose houses draw upon popular traditional styles such as the Craftsman and Greek Revival, as seen at 1618 North Stafford Street.

The Cherrydale commercial corridor has changed significantly since 1953 with the construction of such large-scale buildings as Brown's Honda at the corner of Lee Highway and North Quincy Street in the 1960s and the Safeway at the corner of North Monroe and Lee Highway. The commercial corridor has expanded outward from the south side of Lee Highway both with new commercial building and corresponding parking lots.

ENDNOTES

¹ Tony P. Wrenn, *Falls Church: History of a Virginia Village*, (Falls Church, VA: Historical Commission of Falls Church, 1972), p. 6.

² Arlington County Bicentennial Commission, *Historic Arlington*, Rev. ed. (Arlington, VA: Arlington County Historical Commission, 1976), p. 3. Of those living in the town of Alexandria, 875 were slaves. Of the 978 living in the country, 297 were slaves.

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³ Census numbers from 1820 District of Columbia Census, p. 219.

⁴ Rose, Jr., p. 75.

⁵ Rose, Jr., pp. 77, 105.

⁶ 1830 population total from District of Columbia Census, reel 35 and 1840 from District of Columbia Census, reel 932. 1850 census numbers from Dorothy Ellis Lee, *A History of Arlington County, Virginia*, (Richmond, VA, The Dietz Press, Inc., 1946) p. 153.

⁷ Rose, Jr., p. 138.

⁸ Rose, Jr., p. 140.

⁹ Robert H. Brown, "Survey of Maywood Historic District, Arlington, Virginia," Maywood Vertical File, Office of Neighborhood Services, Arlington County Department of Community Planning, Arlington, Virginia, p. 1.

¹⁰ Barbara Warnick Silberman and Gail H. Baker, "Maywood: Development of a Suburb, Birth of a Neighborhood," *The Arlington Historical Magazine*, October 1987, Vol. 8, No. 3.

¹¹ Brown, p. 1.

¹² Gail H. Baker and Barbara Warnick Silberman, "A History of Houses in Maywood, Arlington County, Virginia," 1987, Maywood Vertical File, Office of Neighborhood Services, Arlington County Department of Community Planning, Arlington, Virginia, p. 1.

¹³ Baker and Silberman, p. 1.

¹⁴ "Maywood," Maywood Vertical File, Office of Neighborhood Services, Arlington County Department of Community Planning, Arlington, Virginia, p. 1.

¹⁵ Kathryn Holt, *Cherries, Characters, and Characteristics: A History of Cherrydale*, Arlington, VA: Sterling Press, 1986, p. 19.

¹⁶ Holt, p. 20.

¹⁷ Holt, p. 9.

¹⁸ Holt, p. 20.

¹⁹ Holt, p. 20.

²⁰ Holt, p. 23.

²¹ Holt, p. 32.

²² Holt, p. 35.

²³ Holt, p. 137.

²⁴ Holt, p. 140.

²⁵ Holt, pp. 35-36.

²⁶ Holt, p. 136.

²⁷ Holt, p. 133.

²⁸ Holt, pp. 9, 35.

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²⁹ Holt, p. 133.

³⁰ Holt, p. 9.

³¹ Griffith M. Hopkins, *Atlas of Fifteen Miles Around Washington Including the Counties of Fairfax and Alexandria*, 1879, reproduced in Richard W. Stephenson, *The Cartography of Northern Virginia: Facsimile Reproductions of Maps Dating From 1608 to 1915*, Fairfax County, VA, History and Archaeology Section, Office of Comprehensive Planning, 1983, Plate 74.

³² Identified as "Windy Run" on the 1938 Franklin Map of Arlington County. Franklin Survey Company, *Arlington County*, Philadelphia, 1938.

³³ Griffith M. Hopkins, *Map of the Vicinity of Washington, D.C.*, 1894, reproduced in Richard W. Stephenson, *The Cartography of Northern Virginia: Facsimile Reproductions of Maps Dating From 1608 to 1915*, Fairfax County, VA, History and Archaeology Section, Office of Comprehensive Planning, 1983, Plate 96.

³⁴ G. P. Strum, *Map of Alexandria County, Virginia for the Virginia Title Company*, 1900, reproduced in Richard W. Stephenson, *The Cartography of Northern Virginia: Facsimile Reproductions of Maps Dating From 1608 to 1915*, Fairfax County, VA, History and Archaeology Section, Office of Comprehensive Planning, 1983, Plate 99.

³⁵ Brown, p. 8.

³⁶ Alexandria County Deed Book 111, Page 235, Arlington County Land Records, Arlington County Courthouse, Arlington, Virginia.

³⁷ Brown, p. 8.

³⁸ Holt, p. 49.

³⁹ Holt, p. 49.

⁴⁰ Carol Griffie, "W&OD Nears End of Line," Record Group Maywood Community Association, Virginia Room, Arlington County Public Library, Arlington, Virginia.

⁴¹ Silberman and Baker.

⁴² "Washington & Old Dominion Railway," Record Group Maywood Community Association, Virginia Room, Arlington County Public Library, Arlington, Virginia.

⁴³ Alexandria County Deed Book 115, Page 246, Arlington County Land Records, Arlington County Courthouse, Arlington, Virginia.

⁴⁴ Holt, p. 13.

⁴⁵ Laura V. Trieschmann and Laura Harris Hughes, "Cherrydale Volunteer Fire House," National Register of Historic Places Registration Form, 1994, Section 8, Page 6.

⁴⁶ Trieschmann and Hughes, Section 8, Page 7.

⁴⁷ Trieschmann and Hughes, Section 8, Page 8.

⁴⁸ Holt, p. 65.

⁴⁹ Holt, p. 68.

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⁵⁰ Holt, p. 68.

⁵¹ Brown, p. 5; and Trieschmann and Hughes, Section 8, Page 4.

⁵² USGS quad map from 1914 reproduced in Holt, p. 54.

⁵³ Holt, pp. 9, 80.

⁵⁴ Holt, p. 84.

⁵⁵ Holt, p. 84.

⁵⁶ Holt, p. 10.

⁵⁷ Holt, pp. 10, 72.

⁵⁸ Holt, p. 76.

⁵⁹ Holt, p. 10.

⁶⁰ Holt, pp. 76-77.

⁶¹ Holt, pp. 10, 91, 94.

⁶² Holt, p. 94.

⁶³ Holt, p. 95.

⁶⁴ Holt, p. 72.

⁶⁵ Holt, p. 72.

⁶⁶ Siobhan Stirling, "Then: The Cherrydale Clinic," Record Group Maywood Community Association, Virginia Room, Arlington County Public Library, Arlington, Virginia.

⁶⁷ Holt, pp. 10, 77.

⁶⁸ Holt, pp. 10, 13, 76.

⁶⁹ Holt, p. 122.

⁷⁰ Holt, p. 94.

⁷¹ Holt, pp. 73-76.

⁷² Holt, p. 76.

⁷³ Holt, p. 76.

⁷⁴ United States Census, Virginia, Alexandria County, Washington Magisterial District, 1920.

⁷⁵ United States Census, 1920.

⁷⁶ United States Census, 1920.

⁷⁷ United States Census, 1920.

⁷⁸ Trieschmann and Hughes, Section 8, Page 4.

⁷⁹ Holt, p. 121.

⁸⁰ Holt, p. 121.

⁸¹ Holt, p. 102.